The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGER, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*.

PARIS AND EUROPE:—AMEDEE PRINCE & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, Messrs A. A. DE MELLO & Co. *Swatow*, QUELCH & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS, viz.:
75 per Cent. ex 1st Dividend equal to 87½ per Cent. for whole Claim.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, July 4, 1885. 1128

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000
RESERVE FUND	$4,400,000
RESERVE FOR EQUALIZATION OF DIVIDENDS	$ 400,000
RESERVE LIABILITY OF PROPRIETORS	$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. MCIVER, Esq.
C. D. BOTTOMLEY, Esq. — M. GROTE, Esq.
H. L. DALRYMPLE, Esq. — H. HOPPIUS, Esq.
W. H. FORBES, Esq. — Hon. W. KESWICK.
A. P. MCEWEN, Esq.
E. E. SASSOON, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, February 28, 1885. 347

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, May 7, 1885. 754

THE HONGKONG HAIR DRESSING SALOON,
HONGKONG HOTEL BUILDINGS.

A LADIES' HAIR DRESSING SALOON is attached to this Establishment, and Ladies are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 756

Notices of Firms.

NOTICE.

THE BUSINESS of the Firm of A. A. DE MELLO & Co. at Macao, will be CONTINUED as heretofore, under the MANAGEMENT of Mr. F. A. DA CRUZ, who is again duly authorised to SIGN the Firm per Procuration.

For A. A. DE MELLO & Co.,
Baroness DE CERCAL,
Administratrix of the late Baron DE CERCAL'S *Estate.*

Macao, the 9th July, 1885. 1162

NOTICE.

MR. E. H. M. HUNTINGTON has been Admitted a PARTNER in our Firm in Hongkong, China and elsewhere, from 1st January, 1885.

RUSSELL & Co.

Hongkong, July 1, 1885. 1104

Intimations.

In the Matter of the Estate of SIR HARRY SMITH PARKES, *Knight Companion of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, lately Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China, Deceased.*

NOTICE is hereby given that all Persons having any CLAIMS or DEMANDS upon or against the Estate of the said Sir HARRY SMITH PARKES, who died in Peking, in the Empire of China, on the 22nd day of March, 1885, and Letters of Administration to whose Estate were granted by the SUPREME COURT of Hongkong, in its Probate Jurisdiction, to the Undersigned, one of the Executors named in the Will of the Deceased, are hereby required to send in writing to the Undersigned, on or before the 31ST DAY OF OCTOBER, 1885, the full Particulars of their Claims or Demands.

And Notice is hereby also given that as soon as possible after the Expiration of the period above mentioned, the Undersigned will proceed to distribute the Assets of the said Sir HARRY SMITH PARKES, Deceased, amongst the parties entitled thereto, having regard only to the Claims of which he shall then have had Notice and that he will not be liable for the Assets or any part thereof so distributed to any Person or Persons, of whose Claim or Claims he shall not have had Notice at the time of the distribution.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the Undersigned.

Dated in Hongkong, the 18th day of July, 1885.

1208 W. KESWICK.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Nineteenth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 10th Proximo, at 4 o'Clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 28th Instant to the 10th Proximo, both days inclusive.

By Order,
W. H. RAY,
Secretary.

Hongkong, July 18, 1885. 1206

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. 256

VICTORIA HOTEL,
Praya and Queen's Road Central,
Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.
The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The accommodation and service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE *is always provided and served in the spacious, large Dining Hall.*
The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.
The Hotel is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.

MESSRS. DORABJEE AND HING KEE, PROPRIETORS.

Hongkong, September 15, 1884. 1559

CHAS. J. GAUPP & Co.,
Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY, in greaty variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices.* 742

For Sale.

LANE, CRAWFORD & Co.
HAVE RECEIVED A NEW SUPPLY OF
SUMMER GOODS
IN THEIR
OUTFITTING DEPARTMENT,
Consisting of:—

GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material suitable for hot climates.
LAWN TENNIS SHIRTS thoroughly shrunk.
The 'ASCOT' SUMMER WASHING SCARF.
Washing SILK SCARVES and TIES, in new shapes.
'TERAI,' ZEPHYR FELT, and STRAW HATS.
The 'FORBES WATSON' Patent FELT SUN HELMET.
Calcutta PITH SUN HATS and HELMETS.
Summer BOOTS and SHOES, TENNIS SHOES.
New SWIMMING COLLARS and BATHING DRAWERS.
French and Irish CAMBRIC HANDKERCHIEFS.
Fine LONG-CLOTH SHIRTS for Summer wear.
Extra Thin RAIN COATS, warranted WATERPROOF.
The 'ACME' Patent Ventilated RAIN COAT.
The 'CLIMAX' SILK UMBRELLA, wear guaranteed.
White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. have the largest Stock in Hongkong of GENTLEMEN'S HOSIERY and OUTFITTING of all kinds; their Selection is kept up by frequent parcels of all the Novelties as they appear in London.

LANE, CRAWFORD & Co.

Hongkong, June 25, 1885. 1071

W. POWELL & Co.
EX STEAMSHIP *ANTENOR*.
LADIES' EVENING SHOES with Beaded Toes, all sizes.
LADIES' and GENTLEMEN'S WALKING SHOES,
Uppers made of 'Pannuscorium' (a soft and pliable material, particularly adapted for wear in this climate).

W. POWELL & Co.

VICTORIA EXCHANGE,
Hongkong, July 1, 1885. 1112

CLEARANCE SALE.
FOR ONE MONTH FROM 1ST JULY.

TO make room for our Autumn Arrivals and to obviate the necessity of holding over our present Stock until next Summer, which always entails loss from deterioration, we have re-marked our Goods at such REDUCTION IN PRICE as, we think, will ensure the accomplishment of our purpose.

PRICE LIST.

TAILORING.

Cricketing Flannel Coat and Pants	$9.00 3 Suits	$25.00.
White Serge " "	$9.00 "	$25.00.
Blue " " "	$7.50 "	$21.00.
" " " "	$9.00 "	$25.00.
Thin Summer Tweed " "	$9.00 "	$25.00.
Black and Blue Diagonal Sac Coat		$ 9.00.
Tweed Trousers	$4.00 to	$ 6.00.
Pajama Suits (Cotton)	$1.75 3 Suits	$ 4.50.
" " (All Wool)	$4.50 "	$12.00.
A lot of Tweed Suit lengths medium weights		$ 7.00.
Drill, Serges, Flannels, Tweeds, &c., by the yard or piece, &c., &c., &c.		

OUT-FITTING.

Long Cloth Shirts, with and without Collars attached	$18.50 per Dozen.
Merino finish Under Shirts Men's size	$ 5.25 "
India Gauze Under Shirts at various and reduced prices.	
Balbriggan " " " "	
Cotton, Balbriggan, and Lisle Thread ½ Hose at various and reduced prices.	
Turkish Towels (white) $4.00 per Dozen and upwards according to size.	
Huckaback Towels $3.50 " " " "	
Bath Blankets	$3.80 per Pair.
" " largest size	$6.50 "
Bathing Drawers	$0.50 and $0.75 "
A lot of Kid Shoes	$2.50 "
Another lot of Superior hand made Buttoned Shoes with Blue Cloth tops	$5.00 "
Lot of Straw Hats	$1.00 Each.
" wide brims	$1.25 "
Calcutta Pith Sun Hats	$1.50 "
&c., &c., &c.	

All these Goods have been received this year and are in good condition.

☞ *These Quotations are subject to a discount of* 10 %, FOR CASH.

Robt. Lang & Co.,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Hongkong, June 1, 1885. 1110

Intimations.

NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General MEETING of the SHAREHOLDERS will be held at the HEAD OFFICE of the Company on MONDAY, the 3rd of August, 1885, at 2.30 p.m., when the following Special Resolution will be proposed:—

'That Clause 44 of the Articles of Association be altered by striking out the date 1885, and by substituting therefore the date 1886.'

By Order of the Court of Directors,
J. KENNARD DAVIS,
Secretary.

Shanghai, 1st July, 1885. 1146

CHEE WO LING KEE

HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:—

Wing-Shing, Wing-Cheong, and Wing-Tye.
For first hour, - - - - - $3.
" second " - - - - - $2.
" every subsequent hour, - - $1.
Wing-Fuk, Wing-Loy, and Wing-Lee.
For first hour, - - - - - $3.
" second or subsequent hour, - $2.

Rates for towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Macao, Canton, or other places may be arranged at No. 29, WING WO STREET.

Hongkong, June 13, 1885. 979

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,
No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 56

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Eighth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 7, Queen's Road Central, on FRIDAY, the 31st Instant, at Three o'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, July 11, 1885. 1171

NOTICE.

THE *MORNING STAR*, Steam Launch, is always available at half-an-hour's Notice for employment for Pic-nics, or for towing Cargo Boats.

For further Particulars, apply to
DORABJEE NOWROJEE,
Victoria Hotel.

Hongkong, July 7, 1885. 1151

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY,
1, *DUDDELL STREET.*

GRIFFITH & Co.,
MANUFACTURERS
OF THE
LONDON ÆRATED WATERS,
1, *DUDDELL STREET*,
Continue to Supply:

SODA	WATER,	LEMONADE,	
TONIC	"	GINGERADE,	
SELTZER	"	RASPBERRYADE,	
SARSAPARILLA	"	&c., &c.,	&c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Col. MOSBY, American Consul, to Sell by Public Auction, on

TUESDAY,

the 21st July, 1885, at 2 p.m., at his Residence, Douglas Villa West, Caine Road,—
THE WHOLE OF HIS
HOUSEHOLD FURNITURE, &c.,
comprising:—

BLACKWOOD MARBLE-TOP ROUND CENTRE and SIDE TABLES, LACQUERED TABLES, CHINESE and JAPANESE VASES, ENAMELLED WARE, BRONZES and ORNAMENTS, MIRRORS, PICTURES, SOFA CARPETS, and CAMEL HAIR RUGS.
DINING TABLE, SIDEBOARD, WHATNOTS, CROCKERY, GLASS and PLATED WARE.
IRON BEDSTEADS, DOUBLE-WINGED WARDROBE, WASHSTANDS, and BOOKS.
PLANTS in POTS.
A COTTAGE PIANO, by Mess. MEYER & Co.
ONE JINRICKSHA.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, July 16, 1885. 1195

To Let.

TO LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERS), Single ROOMS of SUITES of APARTMENTS.
No. 25B, PRAYA CENTRAL.
No. 4, OLD BAILEY STREET.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 11, 1885. 779

TO LET.

A COMMODIOUS GODOWN with Approach from PRAYA and QUEEN'S ROAD.

A. S. WATSON & Co.

Hongkong Dispensary,
2nd May, 1885. 727

TO LET.

OFFICES and CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by Messrs. JARDINE, MATHESON & Co.
Apply to
BIRD & PALMER,
Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 8, 1885. 597

TO LET.

THE OFFICES, No. 54, QUEEN'S ROAD CENTRAL, at present in the occupation of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.
Entry on or about 1st July, 1885.
Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 26, 1885. 861

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts .....$20 per Case of 1 doz.
Pints .....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE.

A HOUSE at the PEAK, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea.
Apply to
'PEAK,'
c/o. THIS OFFICE.

Hongkong, April 11, 1885. 614

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.
BY
ERNEST J. EITEL, PH.D., TUBING.
THIRD EDITION.
REVISED, WITH ADDITIONS.

Price, - - - - - - - $1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1398

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT,
BY
DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I.	A-K, ...	$2.50
Part II.	K-M, ...	$2.50
Part III.	M-T, ...	$3.00
Part IV.	T-Y, ...	$3.00

A Reduction of *ten per cent.* will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being sound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883. 151

Entertainment.

THEATRE ROYAL,
CITY HALL.

A GRAND CONCERT,
VOCAL AND INSTRUMENTAL,
Will be given in the above place
TO-MORROW EVENING,
the 21st Instant,
Under the Patronage of
H. E. MAJOR-GENERAL CAMERON, C.B.,
THE ACTING-GOVERNOR.

FOR THE BENEFIT OF
SIGNORITA MARCHETTI,
Who will be assisted by a number of well-known AMATEURS.

The Programme will be published on *Monday.*

PRICES OF ADMISSION:
Dress Circle and Stalls, - - - - $2.
Pit, - - - - - - - - - $1.

Tickets may be had at Messrs. KELLY & WALSH'S.

Hongkong, July 20, 1885. 1196

Shipping.

Steamers.

FOR YOKOHAMA AND HIOGO.

The Steamship
Essex,
H. LONGLEY, Comm'der, will be despatched for the above Ports on TUESDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 17, 1885. 1198

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Titan,
Captain BROWN, will be despatched as above on THURSDAY, the 23rd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 11, 1885. 1172

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship
Mobile
will leave for the above place on FRIDAY, 24th Instant, at 3 p.m.

A. MCIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 17, 1885. 1201

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS *VIA* FOOCHOW.

The Steamship
Whampoa,
Capt. WILLIAMS, will be despatched as above on FRIDAY, the 24th Instant, at 4 p.m.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 3, 1885. 1117

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG, *VIA* SUEZ CANAL.
(Taking Cargo at through rates for NEW YORK.)

The Steamship
Flintshire,
DANCASTER, Commander, will be despatched for the above Ports on or about the 26th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 16, 1885. 1197

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glenorchy,
Captain GEDYE, will be despatched as above on or about the 1st Proximo.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, July 18, 1885. 1202

BEN LINE OF STEAMERS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Benloe,
Capt. WEBSTER, will be despatched as above on or about the 1st Proximo.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 18, 1885. 1205

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.1.1.* American Barque
Penobscot,
CHIPMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 14, 1885. 1186

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

The American Ship
Highland Light,
NORCROSS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, June 1, 1885. 903

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 *L.1.1.* British Barque
Nanaimo,
DODD, Master, shortly due, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, June 18, 1885. 1026

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK SEA PORTS,
NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 23rd July, 1885, at Noon, the Company's S.S. *PEIHO*, Commandant GUIRAND, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd July, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 10, 1885. 1166

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, *VIA* OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on TUESDAY, the 28th July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

P. E. FOSTER,
Agent.

Hongkong, July 11, 1885. 1177

Intimations.

'HIRANO'
NATURAL MINERAL WATER.

Bottled at the Springs of Hirano, Province of Setsu, near Osaka, JAPAN.

BRIGHT Sparkling and Effervescent.—Excellent alone or with
WINE OR SPIRITS.
In Cases of 50 Pints.

Analysis may be seen at the Office of the Undersigned.

NORTON & Co.,
Agents.

Hongkong, July 17, 1885. 1200

HONGKONG PHARMACY
26, LYNDHURST TERRACE.
WOODFORD & Co.

H. B. WOODFORD,
Medical Practitioner,
26, LYNDHURST TERRACE.

Hongkong, July 10, 1885. 1160

For Sale.

MacEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,

ARE NOW LANDING

DEVOE'S NONPAREIL KEROSINE OIL.

—:o:—

FAIRBANK'S SCALES.

COOKING STOVES.
AGATE IRONWARE.
WAFFLE IRONS.
CASH and PAPER BOXES.
KEROSINE STUDY LAMPS.

CORNMEAL. HOMINY.
Cracked WHEAT. Cranberry SAUCE.
Stuffed PEPPERS. MACKEREL.
American HAMS and BACON.
Prime YORK HAMS.

WINES, &c.

CHATEAU LA TOUR, pints & quarts.
1RES. GRAVES, " "
BREAKFAST CLARET, " "

SACCONE'S MANZANILLA & AMONTILLADO.
SACCONE'S OLD INVALID PORT.
HUNT'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COURVOISIER'S BRANDY.
OLD BOURBON WHISKY.
BURKE'S OLD IRISH WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOORD'S OLD TOM GIN.
JAMESON'S IRISH WHISKY.
MARSALA.
CHARTREUSE.
MARASCHINO.
CURACAO.
&c., &c., &c.

TEA.

EXTRA
CHOICEST NEW SEASON'S
SOUCHONG,
in 5 and 10 Catty Boxes.

OILMAN'S STORES,
at the lowest possible prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1885. 1165

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

To-day's Advertisements.

WANTED.

THE ADVERTISER having a Comfortably FURNISHED RESIDENCE at Kowloong, would be glad to MEET with a GENTLEMAN to live with him.

For Particulars, apply to
'X. Y. Z.,'
OFFICE OF THIS PAPER.

Hongkong, July 20, 1885. 1218

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship *Chingwo* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, at Wanchai, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 27th Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, July 20, 1885. 1211

STEAMSHIP *MELBOURNE.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships *Ortegal, Invertay* and *Frederic Morel,* from London, Antwerp and Bordeaux, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 27th July, at Noon, will be subject to rent, and landing charges at 1 cent. per package per diem.

All Claims must be sent in to me on or before the 30th July, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 20, 1885. 1215

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
Tanais,
Commandant PAUL, will be despatched for YOKOHAMA TO-MORROW, the 21st Instant, at Noon.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 20, 1885. 1210

UNION LINE.

FOR NAGASAKI.

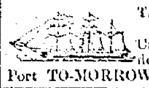
The Steamship
Galley of Lorne,
Captain POMROY, will be despatched for the above Port TO-MORROW, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, July 20, 1885. 1216

UNION LINE.

FOR YOKOHAMA.



The Steamship
Devonshire,
Captain PURVIS, will be despatched for the above Port TO-MORROW, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, July 20, 1885. 1217

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
Hector,
Captain BATT, will be despatched as above on WEDNESDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 20, 1885. 1209

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Steamship
Glenearn,
Captain PARK, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 20, 1885 1213

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's S.S. *G. G. s'Jacob* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 20, 1885. 1212

To-day's Advertisements.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, LONDON AND PLYMOUTH;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *KAISAR-I-HIND,* Capt. G. E. STEAD, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on THURSDAY, 30th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. McIVER, *Superintendent.*

Hongkong, July 20, 1885. 1214

SHIPPING.

ARRIVALS.

July 18, 1885:—

Volga, French steamer, 1,013, du Temple, Yokohama July 12, Mails and General.—MESSAGERIES MARITIMES.

W. H. McNeil, British ship, 1,400, T. O'Brien, Newcastle, (N.S.W.), June 4, Coal.—GIBB, LIVINGSTON & Co.

July 19:—

Tritus, German steamer, 1,340, A. Bleichen, Saigon July 15, Rice.—MELCHERS & Co.

Fooksang, British steamer, from Whampoa.

Signal, German steamer, from Macao.

Esk, British gun-vessel, from Canton.

Glencoe, British steamer, 1,901, Duke, Foochow July 17, Tea.—JARDINE, MATHESON & Co.

Melbourne, French steamer, 2,375, Macé, Marseilles June 7, Naples 9, Port Said 13, Suez 23, Aden 28, Colombo July 5, Singapore 11, and Saigon 16, Mails and General.—MESSAGERIES MARITIMES.

Governor General s'Jacob, Dutch str., 1,455, L. Besseling, Saigon July 14, General.—JARDINE, MATHESON & Co.

July 20:—

Hector, British steamer, 1,536, H. Batt, Liverpool May 30, and Singapore July 14, General.—BUTTERFIELD & SWIRE.

Ching Wo, British steamer, 1,556, R. P. Maclaugh, London May 31, and Singapore July 14, General.—ARNHOLD, KARBERG & Co.

Phra Chula Chom Klao, British steamer, 1,012, H. Lightwood, Bangkok July 13, General.—YUEN FAT HONG.

Marie, German steamer, 701, T. Hohlmann, Touron July 18, General.—WIELER & Co.

Cleveden, British steamer, from Whampoa.

Peng-chao-hai, Chinese gun-vessel, from Canton.

Melita, German steamer, 339, H. Mörck, Haiphong July 17, General.—A. R. MARTY.

DEPARTURES.

July 19:—

Greyhound, for Hoihow and Pakhoi.
Iolani, for Saigon.
Fokien, for Swatow, Amoy and Tamsui.
Ningpo, for Shanghai.
Else, for Haiphong.
Wah Yueung, for Hoihow and Haiphong.
Sumatra, for Yokohama, &c.
Pembroke Castle, British transport, for Port Hamilton.

July 20:—

Fooksang, for Shanghai.
Glencoe, for Singapore and London.
Venice, for Sydney *via* Foochow.

CLEARED.

Ching Wo, for Shanghai.
Cleveden, for Chinkiang.
Young Siam, for Bangkok.
Velox, for Vladiwostock, &c.
Signal, for Hoihow.
Margarita, for Manila.

PASSENGERS.

ARRIVED.

Per *Volga,* from Yokohama: for Hongkong, Messrs Georges Pamucker, Aping, Aming and Jon Chong Loong; for Marseilles, Dr Naumann. From Makung: for Saigon, Messrs Lanouy, Plivard and Fabre, Lieut. Le Moel, Messrs Antony, Enck, Michel, Biros, Baumann, Schovabe, Labat and Guine.

Per *Tritus,* from Saigon, 33 Chinese.

Per *Glencoe,* from Foochow, Mrs Small and child, Capt. Brasse, and Mr Russell.

Per *Melbourne,* for Hongkong: from Suez, Mr Benschitril; from Singapore, Messrs Kraig, Leo, Pacton and Hollmann, and 25 Chinese; from Saigon, Mr Cohne, 36 French marines, 15 Chinese sailors and 1 torpedo *maitre,* and 45 Chinese. For Shanghai: from Marseilles, Mr Andersen. For Yokohama: from Marseilles, Messrs Tsunashiro Wada and Houda; from Saigon, Miss Oyoné.

Per *Governor General s'Jacob,* from Saigon, Mr Lorry, and 195 Chinese.

Per *Hector,* from Singapore, &c., 6 Europeans cabin, for Shanghai; and 230 Chinese.

Per *Ching Wo,* from London, &c., Mrs Stapeirpe, and 277 Chinese, from Singapore.

Per *Phra Chula Chom Klao,* from Bangkok, 176 Chinese.

Per *Marie,* from Touron, 48 Chinese.

Per *Melita,* from Haiphong, 2 Chinese.

DEPARTED.

Per *Sumatra,* for Yokohama: from Hongkong, Mrs Gelston and son, Mr Vade, and Lieut. Walker; from London, Mr and Mrs Nachtigal and child, and Mrs Line's amah.

Per *Fokien,* for Swatow, 3 Europeans deck; for Amoy, Mr J. J. Francis, and 1 European deck.

Per *Greyhound,* for Hoihow, &c., 50 Chinese.

Per *Iolani,* for Saigon, 12 Chinese.

Per *Ningpo,* for Shanghai, 120 Chinese.

Per *Wah Yueung,* for Hoihow, &c., 30 Chinese.

Per *Glencoe,* for Singapore, &c., Mr and Mrs Mitchell and 2 children.

Per *Fooksang,* for Shanghai, 170 Chinese.

TO DEPART.

Per *Velox,* for Vladiwostock, 1 European.
Per *Signal,* for Hoihow, 60 Chinese.

SHIPPING REPORTS.

The British steamer *Glencoe* reports: Had light moderate winds and fine, clear weather.

The British steamer *Ilex* or reports: Had fine weather with moderate S.W. winds.

The British steamer *Ching Wo* reports: Left London on the 31st May. Arrived at Port Said on June 13th, Canal Blocked, on June 22nd, at 5.30 p.m. Entered the Canal and left Suez at 8 p.m., on the 23rd. Arrived at Singapore July 13th, had strong S.W. monsoons, across Indian Ocean. Left Singapore on July 14th, had moderate monsoon and fine, squally in first part; latter part light winds and fine weather.

The British steamer *Phra Chula Chom Klao* reports: Had moderate winds and fine weather.

Vessels Advertised as Leading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits	Mobile (s)		P. & O. S. N. Co.	July 24, at 3 p.m.
London, via Suez Canal	Titan (s)	Brown	Butterfield & Swire	July 23.
London, &c., via Suez Canal	Flintshire (s)	Dancaster	Adamson, Bell & Co.	About July 26.
London, &c., via Suez Canal	Kaisar-i-Hind (s)	G. E. Stead	P. & O. S. N. Co.	July 30, at 4 p.m.
London, via Suez Canal	Glenorchy (s)	Gedye	Jardine, Matheson & Co.	About August 1.
London, via Suez Canal	Bengloe (s)	Webster	Gibb, Livingston & Co.	About August 1.
Marseilles, &c., via Saigon	Peiho (s)	Guirand	Messageries Maritimes	July 23, at noon.
Nagasaki	Galley of Lorne (s)	Pomroy	Russell & Co.	July 21, at 4 p.m.
New York	Penobscot	Chipman	Russell & Co.	Quick despatch.
New Zealand Ports, via F'chow	Whampoa (s)	Williams	Butterfield & Swire	July 24, at 4 p.m.
San Francisco, via Yokohama	City of New York (s)		Pacific Mail S. S. Co.	July 28, at 3 p.m.
San Francisco	Highland Light	Norcross	Russell & Co.	Quick despatch.
Shanghai, via Amoy	Hector (s)	Batt	Butterfield & Swire	July 22, at daylight.
Shanghai	Glenearn (s)	Park	Jardine, Matheson & Co.	About July 23.
Victoria (British Columbia)	Nanaimo	Dodd	Russell & Co.	Quick despatch.
Yokohama and Hiogo	Essox (s)	H. Longley	Adamson, Bell & Co.	July 21, at noon.
Yokohama	Tanais (s)	Paul	Messageries Maritimes	July 21, at noon.
Yokohama	Devonshire (s)	Purvis	Russell & Co.	July 21, at 4 p.m.

SHARE LIST.—QUOTATIONS.

JULY 20, 1885.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	$ 125	$ 4,400,000 For equalisation of div. $ 400,000	$ 61,570	£ 2 half year	154 % prem., cash
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	...	Tls. 540,107	...	Tls. 300 per share
Yangtsze Insurance Company, Ld.	8,000	£ 25	£ 25	£ 50,000	...	...	Tls. 130 "
Union Insurance Society Co., Ld.	2,000	$ 1,250	$ 125	$ 534,000	$ 496,329	...	$480 "
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 167,381	...	$68 " cash
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 105,000	$ 469,560	...	$82½ "
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.50	Credit balance $ 35,165.20	...	$165 "
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 909,609.66	$ 297,568.07	$20 for 1883	$365 " cash
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 547,500	$ 191,060.99	$ 5 for 1883	$73 " cash
STEAM COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	8,000	$ 100	$ 75	$ 206,236.55 deprec. fund	$ 4,593.98	6 % half year	40 prem., cash
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10				
60,000 shares issued	31,212	£ 10	£ 10	...	...	...	20 % discount, buyers
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	...	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	10,000	$ 125	$ 125	$ 18,000	$ 6,683.96	6 % half year	63 % prem., buyers
H.K. and China Gas Co., Limited.	500	£ 10	£ 10	£ 8,552.17.10	...	...	$90 per share, nominal
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Lt.	2,000	$ 100	...	...	$ 2,488.56	Old, $3.00	Old, $160 per share, buyers
3,000 shs. issued	1,000	$ 50				New, $1.50	New, $ 80 "
China Sugar Company, Limited	9,000	$ 100	$ 100	...	$ 13,274.03	4 %	$102 per share
Hongkong Ice Company, Limited	1,250	$ 100	$ 100	$ 39,000	$ 235.33	$10	$140 per share
Hongkong Bakery Company, Ld.	600	$ 50	$ 50	$ 4,000	$ 442.11	$10	$120 " ex div., buyers
Luzon Sugar Company, Limited	7,000	$ 100	$ 100	...	$ 829.09	3 %	$85 " cash
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	First year	...	$40 " nominal
Selangore Tin Mining Co. (S'hai)	2,500	$ 100	all	...	do.	...	$13 "
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	do.	...	$70 " cash
LOANS.				Rates of Interest.	Payable.		
Chinese Imperial 1881	8,565	Tl. 500	all	8 %	June 16 & Dec. 10	...	par
" " 1884 A	2790	$ 500	all	8 %	March 15	...	2 % prem.
" " 1884 B	2790	$ 500	all	8 %	June 30	...	5 % "
" " 1884 C	3139	$ 500	all	8 %	Oct. 15	...	5 % "
Sugar Debentures, 1880	600	$ 500	all	8 %	June & Decem.	...	1 % prem.

POST OFFICE NOTICES.

MAILS will close:—

For YOKOHAMA AND KOBE.—
Per *Essex,* at 11.30 a.m., on Tuesday, the 21st inst., instead of as previously notified.

For NAGASAKI.—
Per *Galley of Lorne,* at 3.30 p.m., on Tuesday, the 21st inst., instead of as previously notified.

For YOKOHAMA.—
Per *Devonshire,* at 3.30 p.m., on Tuesday, the 21st inst., instead of as previously notified.

For SAIGON.—
Per *Asia,* at 5 p.m., on Tuesday, the 21st inst.

For HAIPHONG.—
Per *Melita,* at 5 p.m., on Wednesday, the 22nd inst.

For STRAITS AND BOMBAY.—
Per *Mobile,* at 2.30 p.m., on Friday, the 24th inst.

For SAIGON.—
Per *Tritus,* at 4.30 p.m., on Friday, the 24th inst.

For NAGASAKI, KOBE AND YOKOHAMA.—
Per *Kashgar,* at 5 p.m., on Saturday, the 1st August.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ADAM W. SPIES, American barque, Capt. A. D. Field.—Arnhold, Karberg & Co.

ALLIE ROWE, Hawaiian brig, Capt. G. B. Holland.—Moe Fock.

ANNIE H. SMITH, American ship, Capt. R. B. Brown.—P. & O. S. N. Co.

BELLE OF OREGON, Amer. barque, Capt. E. Matthews.—Messageries Maritimes.

C. D. BRYANT, American barque, Capt. J. H. Colcord.—Eduard Schellhass & Co.

COLUMBUS, German ship, Capt. B. Sauermelch.—Borneo Company, Limited.

EVIE REED, American barque, Capt. A. T. Whittier.—Russell & Co.

FRANK PENDLETON, American ship, Capt. E. P. Nichols.—Order.

HAROLDINE, American 4-masted schooner, Captain Tibbetts.—Order.

HIGHLAND LIGHT, American ship, Capt. J. W. Norcross.—Order.

KHORASAN, German barque, Capt. T. A. Visser.—Order.

PENOBSCOT, American barque, Capt. P. L. Chapman.—Arnhold, Karberg & Co.

SHARPSHOOTER, British barque, Captain John Horne.—Gilman & Co.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Tanais* leaves for Yokohama.
Noon.—*Essex* leaves for Yokohama, &c.

Auctions.

2 p.m.—Auction of Household Furniture, &c., at the residence of Col. Mesby, Douglas Villa West, Caine Road.

Amusements.

9 p.m.—Performance at the City Hall.

MARRIAGES.

On the 18th Instant, at St. John's Cathedral, by the Rev. W. Jennings, M.A., Colonial Chaplain, ALEXANDER ROSS, of the North-China Insurance Company, Limited, to SARAH ANNE (JESSIE), eldest daughter of the late Thomas Slater, of St. Paul's Place, Canonbury, London.

On the 28th May, at Rome, by Cardinal Jacobini, LOUIS FRANCIS DE BOVIS, of the Hongkong and Shanghai Banking Corporation, to JEANNE FRANCOISE DE BONALD, youngest daughter of the Viscomte de Bonald.

☞ *The publication of this issue commenced at 7.00 p.m.*

The China Mail.

HONGKONG, MONDAY, JULY 20, 1885.

TELEGRAMS.

(Via Southern Line).

THE AFGHAN FRONTIER.

LONDON, 18th July, 1885.

The *Journal de St. Petersbourg* publishes an article stating that the movements of Russian Troops [on the Afghan Frontier?] are without importance.

The following telegrams appear in the *Saigonnais*:—

THE CAMBODIAN TREATY.

PARIS, 3rd July.

The Senate has ratified the treaty with Cambodia.

ENGLAND AND ITALY.

The crisis in England and Italy is over.

THE SALISBURY GOVERNMENT AND FRANCE.

France is in accord with the Salisbury Ministry.

THE HUE TREATY.

The Minister of Marine to the Governor, Saigon.

PARIS, 6th July.

The act approving the treaty of Hué of the 6th June, 1884, was published in the *Journal Officiel* of the 19th June, 1885.

THE CAMBODIAN TREATY.

The treaty for the protectorate of Cambodia, of 17th June 1884, passed by the two Chambers, is about to be published.

THE TREATY WITH CHINA.

The treaty with China will be discussed to-day by the Chamber.

6th July, 7 p.m.

The Chamber has voted the treaty of Tientsin.

July 13th.

The Commission nominated by the Senate is favourable to the ratification of the Treaty of Tientsin.

M. Cogordan will proceed to China to negotiate the Treaty of Commerce.

MINISTER TO COPENHAGEN.

M. Bourée has been nominated Minister Plenipotentiary at Copenhagen.

FRANCE AND ANNAM.

PARIS, 6th July.

The Press demands energetic action at Hué.

July 13th.

General Courcy has received instructions to maintain his action within the limits of a protectorate, but to punish the guilty.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Graville,* May 19; *River Indus,* May 29; *Titania,* June 5; *Elektra,* June 9; *Bellerophon,* June 16; *Amphitrite,* June 19; *Stentor, Arbib, Bretagne,* June 23; *Agamemnon,* June 26; *Sarpedon, Mytho, Bangkok,* July 3; *Harter, Medusa, Pembrokeshire,* July 7; *Telemachus,* July 10; *Glaucus, Djemnah, Glenavon, Glenroy, Natal, Compton, Marcia,* July 14; *Orestes, Albany,* July 17.

HOMEWARD BOUND:—*Glenfruin,* June 30; *Lucrtes, Pathan,* July 7; *Afghan, Benlarig,* July 14; *Ava, Patroclus,* July 17.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Irawaddy,* left Singapore for Saigon and this port on Friday, the 17th inst., and may be expected here on or about Friday, the 24th inst.

The next AMERICAN MAIL, per the P. M. S. S. Co.'s steamer *City of Peking,* left Yokohama on Sunday, the 19th inst., at daylight, and may be expected here on or about Saturday, the 25th inst.

The S. S. *Glencarn* left Singapore for this port on the 13th inst.

The D. D. R. steamer *Iphigenia* left Singapore for this port on the 18th inst., and may be expected here on or about the 24th instant.

The S. S. *Glenfinlas* left Singapore for this port on the 18th instant.

DOCK MOVEMENTS:—

The *Don Juan* went to Kowloon Dock to-day.

The *Devonshire* left Aberdeen Dock to-day.

CONSOLS are quoted at 99⅞.

THE *Benvenue* arrived in London from China on the 16th instant.

32,000 packages of tea were sold by public auction in London last week.

THE delivery of the French mail was begun at 11.55 yesterday morning.

A CEYLON paper says it has been decided that the usual relief of British infantry regiments will not take place this year.

THE China Shippers Mutual Steam Navigation Co.'s new steamer *Ching-wo,* Captain Maclaugh, arrived here from Home to-day.

THERE is no truth in the statement that Mr Gladstone's peerage was to have been entitled the Earldom of Kilgordon.—*Pioneer.*

THE cargo remaining in the *City of Tokio* was sold at auction at Yokohama on the 6th instant by Mr Dross, and realized $600.

KAULUNG Inland Crown Lots, Nos. 178 to 393, will be sold by public auction at Yauma Ti, to-morrow, at 4 p.m.

THE United States corvette *Marion,* Commander Miller, left Singapore harbour on the morning of the 13th instant for Hongkong.

THE first issue for service of the new 12-prs. breech-loading field-guns was made to the B. Battery A Brigade Royal Horse Artillery, at Woolwich, on the 1st June.

WE remind our readers that to-morrow evening Mdlle Marchetti, the distinguished operatic singer, will give a Grand Concert in the Theatre Royal, when we hope to see a large audience.

THE *Hochi Shimbun* states that Mr Minami, Japanese Consul at Hankow, was released from his post on the 8th instant, and appointed Consul at Hongkong. Mr Machida is at present acting Japanese Consul here.

WE are informed by the Agent of the P. M. S. S. Co. that the Company's steamship *City of Peking,* with mails &c. from San Francisco to the 27th ultimo, has arrived at Yokohama, and sailed for this port yesterday.

IT is notified in Saturday's *Gazette* that Messrs E. D. Sassoon & Co. have complied with the requirements of Ordinances 16 of 1873, and 13 of 1885, for the registration in this Colony of their Marks as applied to Cotton Yarn, Piece Goods and T-Cloths.

THE finding of the Marine Court which enquired into the circumstances attending the stranding of the British steamer *Welcombe,* Captain W. R. Corfield, to the effect that neither master nor officers were to blame, is published in Saturday's *Gazette.*

THE French government transport *Vinh-long,* with naval and military invalids from Tonquin and Cochin China, arrived at Singapore on Friday evening, the 10th, and having coaled at the Borneo Co.'s wharf, left on the morning of the 12th for Toulon.

THE French cruiser *D'Estaing,* Captain Coulombeaud, arrived at Singapore on the morning of the 13th instant, and was immediately docked at Tanjong Pagar. The *D'Estaing* is one of the ships that had a good deal of hard work to perform in the late Franco-Chinese war.

AT a general examination of the students of the Inns of Court, held at Lincolns Hall between the 14th and the 22nd May, the Council of Legal Education awarded to Mr William Henry Brereton, well known in Hongkong, a certificate that he had satisfactorily passed a public examination. In the ordinary course, Mr Brereton would be called to the Bar about the middle of last month.

THE Cunard steamer *Oregon,* which has just been fitted out as an armed cruiser, has been armed with four Vavasseur and six muzzle-loading 64-prs, and will also carry eight steam launches of high speed, capable of being effectively used as torpedo boats. We understand that it was the intention to provide the *Glenogle* and some of the other cruisers here with launches, but this intention had to be abandoned, we believe, owing to the want of launches of a suitable size and type.

IT is stated in Japanese native papers that the King of Corea has despatched an envoy to St. Petersburg on a secret mission, of the nature of which even the ministers of state are ignorant. The matter is supposed to refer to the claim of the Russian government upon the Coreans to cede some island or territory to them much larger than Port Hamilton now occupied by England, if the Corean Government allow the occupation of the latter. Advices from Ninsen say that Russia has occupied Quelpart without waiting an answer from the Corean government to the application for permission to lease the island; and two forts, barracks, five storehouses and two piers have been built by the Russians.

A SOCIETY has been formed in Tokio for the purpose of bringing about a reform in the method of dressing ladies' hair. At the head of this Society, composed entirely of males, is a Mr Watanabe, who has made himself well known in connection with sanitary reform, and Mr Ishikawa, the editor of one of the native journals. How this valiant body of reformers are to proceed to work has not been made public, but we should say they were venturing on somewhat perilous ground. Of course, in Japan woman has not yet become possessed of the rights her Western sister glories in, and her lord and master can exercise a more autocratic sway than can his Western brother, but still we cannot help admiring the courage of Mr Watanabe and his brave associates. We sincerely trust they may not stir up a hornet's nest.

THE *Ceylon Observer* says:—A merchant writes:—'What do you think of foreigners writing from China for Ceylon tea? You will be interested in reading the enclosed from ———. Some friends at home actually sent him a sample of Ceylon tea, and so pleased is he with it that he wants to get supplied direct from Ceylon. This is praise, indeed.' Yes, for the correspondent, a married resident at Swatow, has been accustomed to get his tea from Foochow, and 'though in some seasons we can get it very good, we recently enjoyed the change to a sample of Ceylon.' Hence the present enquiry, which may lead to many more foreign residents in the Far East going in for boxes of our product. What a change since the time, a few years ago, when 5-catty boxes from Hongkong sold by Messrs Geo. Wall & Co. nearly supplied the whole Ceylon market.

THE *Ceylon Times* has the following paragraph regarding the experiences of the 'Holt' line steamer *Diomed* in the recent cyclone in the Gulf of Aden:—She met the cyclone on June 1st, evidently being one of the first to encounter it opposite Guardafui. It commenced on the night of June 1st, continued the whole of the next day, and only ceased on the night of the 2nd. The same terrific seas which other vessels encountered were met with. The whole of the officers' cabins the boats, and everything else, were washed overboard or smashed in, and finally her steering apparatus and rudder-head were damaged, which compelled her to put back to Aden. The shank of a spare anchor was fixed on to her rudder and was thus worked like a tiller, and she slowly made her way back to Aden, the Captain deeming it advisable to make for the nearest port in his semi-disabled condition.

A VERY large religious procession, which included in its ranks the national dragon, and a vast number of men and children got up quite regardless of expense, was formed in the Western district of the City this morning and proceeded, traversing the leading thoroughfares, to the joss-house at Wanchai. There sacrifices of roast pork, fruit, cakes, joss paper, and other gifts were offered up to the angry gods for the purpose of inducing them to arrest the course of the scourge of cholera and diarrhœa which has recently carried off so many victims.

We overheard a member of the sanitary department remark, on watching the procession pass, that if all the money spent on the mummery had been expended on wages to coolies for clearing away accumulations of filth and in purchasing disinfectants, it would probably have saved many lives. This may be so, but the natives, unfortunately, leave all this to a paternal Government, which could, and no doubt would, do so much but for an exhausted treasury.

IT is said that the Admiralty pays £1 a month per ton for the vessels chartered from the P. & O. and Orient Companies, finding the coal and cost of alterations. It is estimated that the *Massilia* and *Lusitania* will cost £1,000,000 per annum.—*Inquirer & Commercial News.*

A SHORT TIME ago, it will be remembered, a report was published in the Home papers to the effect that the P. & O. steamer *Chusan*, and the *Garth Castle*, of Sir Donald Currie's line, had engaged in a race from Cape Finisterre to Plymouth, that the vessels kept abreast of each other almost the whole way, and were at one time so close as to enable the passengers on the different ships to make bets with each other, and that the *Garth Castle* ultimately shot away from the *Chusan*, and anchored in Plymouth Sound an hour and a quarter ahead of her. Captain Wyatt, of the *Chusan*, has now written to the *Times* to say that he, of course, did not know whether the *Garth Castle* was racing or not, but the steamer under his command certainly was not, for the simple reason, in the first place, she had one boiler shut off, and, secondly, was timed by a telegraphic despatch from Gibraltar to arrive at Plymouth at 6 a.m. on Tuesday, which she did within fifteen minutes. He denies emphatically that the vessels were ever so near each other that he with a powerful glass could have recognised on board the other ship any person he knew, and he also mentions that racing either with their own steamers or those of any other company is strictly forbidden by his Directors.

THE fact that the *Journal de St. Petersburg* has been so careful to assert that the movements of the Russian troops which were reported a few days ago to be re-inforcing Sarrakhs, have no importance, may be taken as conclusive proof that the movements have a considerable significance, especially when it is remembered that almost within a few hours of the announcement that reinforcements continue to arrive at Sarraks, and that in consequence the Boundary Commission proceeded to Herat, it is intimated that the Russian Government now wishes the delimitation of the Afghan Frontier enquiry to be transferred from London to the Frontier. All this looks very suspicious, and drives one to the conclusion that the Russ is aiming at taking another mean advantage of the long-suffering Briton. It may be, as the *Journal* says, that the movements are without importance, and that the newly arrived troops are not re-inforcements at all, but simply reliefs for the harassed men, who, according to one of our Indian telegrams, have been engaged, like supers on a stage, keeping up the farce of marching out from Askabad and Sarrakhs and back again in an altered dress, so as to make it appear that there were numberless regiments where there was only one. But it seems more probable that Russia has recognised that this procedure is not worthy of a large military nation like herself, and has decided to supply the reality for the appearance. It is clearly evident she intends to make such a demonstration of force as not only to try to overawe the Afghans, but to nullify the work of the Commission.

KWANGTUNG INUNDATION FUND.

Cameron F. Somerville	$ 5
L. Hauschild	5
G. A. C.	10
Tsang K'ing	25
Employees of Lee Yuen Sugar Refinery, per A. Johnston	25
Dr McFarlane	10
John Brown	5
John Galbraith	5
John Patterson	5
H. C. B., R.N.	5
The Officers, the 'Buffs'	64

ON account of the peace between France and China, the men-of-war of the former power composing the squadron of the Far East are to be detached to other stations. The cruiser *Fabert* and the gunboat *Lynx* are to join the flag of Rear Admiral Franquet in the Pacific station.—*Straits Times.*

THE Chief Commissioner is still in Rangoon, and actively engaged in pushing on the defences of the port. These, as far as they go, are in a tolerably forward state, and are being proceeded with with every possible despatch. The Chief Commissioner, the General Commanding, Colonel Lang, and other officials pay frequent visits of inspection to the scene of the defensive operations in Choki Reach, and there is every reason to be satisfied with the speed with which the work is being carried on. The five nine-inch guns at Battery Point are in position, and will be tried at an early date.—*Rangoon Gazette.*

WITH reference to the attack by the Annamites upon General Courcy at Hué, telegraphic news of which reached here on the 7th inst., the *Saigonnais* of the 12th says:—

'It has been rumoured at Saigon since the day before yesterday that General de Courcy, who arrived at Hué in the beginning of the month, immediately sent to Tonquin for reinforcements of twelve hundred men; that the citadel of Hué was bombarded and taken on the 5th or 6th July; and that the King of Annam, the Court, the Regents, the Ministers, and all the high dignitaries were in flight. We publish this news with all reserve, for we are assured that no telegram to this effect has been received by the Governor of Cochin-China from the General commanding-in-chief.'

IT is significant that the Shah has had two war vessels built in Europe for the purpose of patrolling the Persian Gulf. One of these, it is reported, has arrived at Bushire, and the second one is expected shortly. Now, writes a correspondent, is the proper time for slave-cruising along the Arabian coast, but commanders of war ships seem to prefer the ease and luxury of Bombay, Colombo, &c. to the unpleasant, but profitable and humane duty of slave-catching. Dhows from Zanzibar are passing Muscat daily, but no signs of a man-of-war to search them.—*Pioneer.*

THE *Bombay Gazette*, writing immediately after the late disastrous cyclone in the Gulf of Aden, says:—The interruption in the Eastern Telegraph Company's cable continues. A good deal of uncertainty exists as to the cause of the accident. Both cables have been severed, although they lie six miles apart and at a depth of eight hundred fathoms, and the severance was at parallel points and simultaneous, or at any rate within an hour and a half. The fact that the mishap occurred on the day of the cyclone, and within the area affected by it, would seem at first sight to encourage the theory that the cause is to be sought for in that disturbance. But it has hitherto been believed that cyclonic action does not reach beyond a depth of about twenty fathoms, and all experience is opposed to the possibility of a cable at a depth of eight hundred fathoms being injured by even the most violent cyclone. The simultaneous severance of two cables at the same distance may at first sight suggest the possility that the hand of man has been at work. But whoever starts that theory will have to get over the overwhelming improbability of a Russian cruiser being able in a cyclone to pick up cables which the staff of a telegraph ship have been some days fruitlessly endeavoring to grapple. We are thrown back, therefore, on the possibility of volcanic action having been the cause of mischief—an explanation which may perhaps seem defective, but which is more convincing than any which puts it down to the cyclone, and which is certainly easier to accept than any which attributes it to the base design of the Russians—capable though they are of many things—to cut off the communication between England and India.

THE OPENING OF THE MIN RIVER.

We have been favoured with a copy of a telegram despatched by the Chairman of the Foochow Chamber of Commerce to the British Minister at Peking, on the 12th instant, which we trust will receive a speedy and favourable answer:—

'Sharp Peak anchorage found unsafe; no holding ground. Steamers and cargo boats in danger from typhoons, also torpedoes. Return to Pagoda anchorage earnestly desired by Insurance companies and entire community.'

THE NEW FRANCHISE IN MAURITIUS.

Although there is little likelihood that the Franchise, even in a modified form, will make great strides in this Imperial naval station, or convenient Crown Colony, it may nevertheless be interesting to note the advances made in the Colonial franchise in other possessions of Great Britain. We have already heard something of the extension of that privilege of citizenship in the Colony of Mauritius, where Sir John Pope Hennessy, of unhappy memory, represents the Imperial Government. By the present mail we have received *The Merchants and Planters Gazette*, in which is reproduced a despatch from the Secretary of State for the Colonies, dated 4th May last, dealing at length with the question of the electoral franchise. This document is all the more interesting when it is remembered how rapid has been the development of this branch of reform. It has, however, its shady side, especially when the native element has to be considered. In Hongkong, many European residents hang back in expressing their desire for a more popular form of Government here, because of the possibility of being swamped by the Chinese residents. There is a grain of justification for this fear; but it must, at the same time, be borne in mind that certain safeguards and restrictions can be raised to prevent the calamity of the governing race being swamped numerically by the race that is governed. In this Colony, where the reaction of the neighbouring Empire is likely to prove so very powerful, the necessity for such restrictions is much greater than it can be in Mauritius. But to return to the Mauritian franchise.

Lord Derby's despatch professes to be a general review of the whole question based upon the consideration of various documents—reports, despatches, dissents, returns, and so forth—which he had received. He suggests, therefore, that his despatch may form the subject of discussion by the Council of Government before effect be given to the change in the constitution of the Colony. Indeed, the Secretary of State is of opinion that the proposed basis of the franchise was, if anything, too narrow. He writes:—

5. In order, therefore, to give a fair share in the representation to the middle class, and especially to the large class of Indians, who as the purchasers or mortgagees of land, have acquired a permanent interest in the well-being of the Colony, it appears to me that a more liberal franchise is required than that which has been advocated by the majority of the Commission; and, subject to any objections which you and the Council of Government may have to advance, I am prepared to adopt the following qualifications which were proposed by Dr Beaugeard and supported by a minority of the Commission, viz:

(1.) Ownership of immoveable property of an annual value of Rs. 300 or a monthly value of Rs. 25.

(2.) Ownership of moveable property of the value of Rs. 3 000.

(3.) Payment of a monthly rent of Rs. 25.

(4.) Receipt of a monthly salary of Rs. 5.

To which I propose to add (5.) payment of license duty to the amount of not less than Rs. 200 per annum.

6. I have no objection to the inclusion of the husbands of wives and the eldest sons of widows possessing either of the property or rent-paying qualifications.

Further on in the despatch, when referring to the test supplied by education, the Secretary of State writes:—

8. As regards an educational test, I consider that the circumstances of Mauritius make it desirable that persons unable to read or write should not be admitted to the franchise; but it would not, in my opinion, be just to the Indian population to require them to be able to read or write in any other than their own language as a condition of being registered as voters.

This attitude of Lord Derby seems to clash in a marked way with the tone he adopted regarding the question of salary overpaid, or wrongly paid, to Sir F. N. Broome. Probably this honeyed despatch has been constructed with the object of allaying the irritation caused by the Broome broadside. Be this as it may, Governor Hennessy, we are informed, took up a most statesman-like position on the 2nd June, when laying on the table of the Legislature the recent despatch of the Earl of Derby on the reform question. 'His Excellency said that 'he had hitherto refrained from giving advice upon the proposed change in the constitution; that now, after two years' residence amongst the Mauritians, he experienced no hesitation; and he ventured to advise the Council to adopt the views of Lord Derby. This was practically accomplished, after some skirmishing,—the final resolution suggesting a slight modification on the original proposal as to the formation of the Council. The newspaper report thus describes the close of the discussion:—

Mr. Antelme next moved the following resolution: 'While accepting the Franchise approved by the Secretary of State, I move that this Council do record their opinion that if Her Majesty's Government would consent to grant a Council of 9 elected members, one for each of the nine districts and three nominated unofficial members, such a Council would be much better suited to the requirements of the Colony and would be gratefully accepted by this Council and by the community in general.'

This, on the suggestion of Sir V. Naz, was modified by asking for a Legislature composed of 28 members—14 official and 14 unofficial; of the latter four to be nominated by the Governor, and ten to be elected, two for Port Louis, and one for each of the eight country districts.

This was unanimously agreed to; and after some proposals and discussion had taken place on points of secondary importance, the Governor observed that what he had hardly hoped for—entire unanimity on all the main questions—had really come to pass; and he complimented Mr. Antelme, the senior unofficial member, for having, by his last motion, united himself with the entire Council.

The *Merchants and Planters Gazette*, commenting upon this satisfactory settlement, says—'We hope to have soon a popular and safe system of self-government which we feel assured will not prove despotic, bureaucratic or oligarchic, but one wholly suited to our aspirations and wants.' Of the truth of this, time will tell, and it will be interesting to watch the experiment made in Mauritius.

Bangkok

(From our Correspondent.)

Bangkok, 11th July 1885.

Dr. Gowan, Physician to H. M. the King, left here by the Government steamer *Royal Sovereign*, on the 30th ult., to go in the mail steamer for England, whence he proceeds on leave, after a long residence in Bangkok. He has taken with him four of the young Princes, who have been confided to his care by H. M., in order to arrange for their education in England.

Tides have been exceptionally low here for some weeks back, and vessels consequently experience great difficulty in crossing the bar. There is a strong westerly wind and heavy sea on, which makes it very uncomfortable for vessels unfortunate enough to stick. There are at present seven vessels on the bar. The Hongkong steamers *Taichiow* and *Phra Chom Clao* were also delayed for several days, and the Singapore steamer S. S. *Sang Wongse.*

I regret to announce the death of Mr G. H. Douglas, late Manager of the Dock Company here. The deceased gentleman had been suffering from an internal complaint for some time and was ordered to Singapore for a change, but gradually got worse and died there on the 1st inst.

Vessels at present in dock.—Government P. S. *Apollo*, S. S. *Torpedo* and S. S. *Petrion.*

CORRESPONDENCE.

THE SICKNESS AMONG OUR TROOPS.

To the Editor of the 'CHINA MAIL.'

Hongkong, July 20.

Sir,—I think you would do the State, or rather the Colony, good service, by writing an article on the 'Praya Wall,' and the evil effects resulting from its non-extension from the Bath House to the Blue Buildings. There is no doubt that the unhealthiness of the Barracks and the present unsanitary condition of the military cantonments is due to the amount of excretal matter deposited in front of the above line, along the foreshore. The present state of the Bath at low water is itself a scandal, but the present state of affairs is due to the obstructiveness of the military and naval authorities themselves.

SANITAS.

Police Intelligence.

(Before E. Mackean, Esq.)

Monday, July 20.

A DOUBLE LARCENY.

Leong A. J. a boatman, was charged with stealing a small boat, value $6, the property of Yau Atan, a caulker, on the 19th instant.

Complainant had the boat fastened to the bamboo pier near Ti Wong St. wharf, and missed it yesterday morning. He made a report to the Police and in the afternoon was sent for to see a boat which had been found in the prisoner's possession and identified it as the one he had lost.

Chun Acheong, P.C. 315 deposed that at 3 a.m. yesterday he heard a Police whistle blown in Jardine's premises at East Point. He went in and saw the defendant jump into the water to reach a small boat which lay nearly alongside, with a quantity of iron in it. Defendant got away at the time, but about 4.10 a.m. witness saw and arrested him in Ewo Street. His trousers were still wet.

Two previous convictions were proved against the prisoner and he was now sentenced to six months' hard labour.

The same prisoner was then charged with stealing 950 lbs. of pig iron, value $28.50, the property of Messrs Jardine Matheson & Co., on the 19th inst.

Li Akai, a watchman employed by Messrs Jardine Matheson & Co., at East Point, saw the defendant inside the compound at 2.50 yesterday morning. He was engaged moving some iron from the compound into a sampan. The watchman blew his whistle for the police. The defendant jumped into the water and escaped, but was afterwards brought back by P.C. 215, and witness identified him.

Defendant was sentenced to a further term of six months' hard labour, to take effect on the expiration of his sentence in the previous case.

LARCENY FROM THE LADIES' RECREATION CLUB.

Mak Asung, a coolie, was charged with stealing a telescope and other articles from the Ladies' Recreation Club, on the 26th June, and also with being armed with a burglarious instrument on the 12th inst.

Sergeant Butlin deposed that on the 27th June a report was made at the Central Station that on the 26th the Pavilion of the Ladies' Recreation Club had been entered, and a telescope, some knives, tea spoons, table cloths, &c., stolen. From information received, on the 12th instant, witness went to Kowloon City, accompanied by two constables and Lum Kum Sam, a servant of the Club. The latter identified some of the stolen property which was found there. The mandarin handed the stolen telescope to witness. The same day the prisoner, who is an old offender, was given in charge by the informers.

(Before H. E. Wodehouse, Esq.)

LARCENY FROM A DWELLING HOUSE.

Kwan Alin, a bricklayer, was convicted of entering the house of Chu Asam, a shopkeeper, 344 Queen's Road Central, at 3.30 a.m. on the 20th inst., and stealing therefrom jewellery and clothing to the value of $14.50. The prisoner was caught descending from the verandah of the house with the property in his possession, and admitted the theft.

Three previous convictions were proved against the prisoner, who was sentenced to six months' hard labour.

LARCENY FROM THE SAILORS' HOME.

James Wilson, a seaman, unemployed, was convicted of stealing a coat, value $2, belonging to Thomas Castro, a seaman, living at the Sailors' Home, on the 20th inst., and was sentenced to three months' hard labour. Prisoner had been in gaol before for deserting from his ship.

SERIOUS CHARGE OF LARCENY—CHARGE WITHDRAWN.

Kwang Ting Mang, shopman, of 74 Wing-lok Street, appeared on a charge of stealing $1559, the property of one Lai Afun, on or about the 18th inst.

Mr Wotton appeared for the complainant, and Mr Dennys for the defendant.

Mr Wotton addressed the Court to the effect that since he had been able to go into the facts of the case he found that no criminal charge could be sustained against the defendant. It was clearly a case for a Civil Court, and he should therefore not proceed with it but desired to withdraw the charge.

His Worship desired to know the facts of the case.

Mr Wotton gave an outline of the facts to the effect that on the 4th July complainant paid to defendant, as a partner in his firm, a sum of money with which to buy a quantity of passage tickets by the S. S. *Moitat Lebanon* for Mexico. The steamer was delayed from time to time, and was in fact not yet gone. Complainant had not received the tickets and on Saturday night, fearing that he would not get his money back, watched the defendant, and seeing him come from his house at an early hour in the morning seized him. A quarrel ensued and complainant gave the defendant in charge. The business between the defendant and complainant was in the nature of a contract and if the contract had not been carried out it was a case for a Civil Court.

Inspector Lindsay, who was in charge of the case, said he believed that Mr Wotton had explained the case correctly.

Mr Dennys said that he represented the defendant, and that he wished to call his Worship's attention to an affair which took place this morning. He found upon going up to the Station that no charge had been made against the defendant who was then in custody. The Inspector informed him that he was awaiting a properly made out charge from complainant's solicitor. He then saw the Captain Superintendent about the matter, and Captain Deane told him that they would retain the defendant till 11 o'clock, awaiting the charge against him. Before that time Mr Wilson arrived from the office of Messrs Wotton and Deacon and made a definite charge. He submitted that the action taken by the complainant now in withdrawing the charge was most improper. The criminal charge instituted had been made for the purpose of keeping the defendant in custody until Civil proceedings could be taken. The bailiff of the Supreme Court was now waiting to execute a warrant upon the defendant. The criminal charge was made and signed by Mr Wilson at 11.30 a.m. He objected to the withdrawal of the charge and applied for a certificate of discharge.

His Worship said he would proceed with the case.

Mr Wotton desired his Worship to put upon his notes that on having investigated the case he desired to withdraw the charge.

Mr Wodehouse declined to put it down in that form, and said he should go on with the case.

Mr Wotton explained that the charge was first made by the complainant, who did not know the law. Only since 11 o'clock he himself had fully gone into the case and found it was one for a Civil Court and not for a Criminal Court. He had therefore advised his client not to proceed in this Court and he declined to proceed. If his Worship decided to examine the complainant he did it on his own responsibility. The complainant, through him, declined to proceed, and the responsibility for any further proceedings taken in this Court would rest with his Worship.

His Worship said that as a charge had been made against defendant he could not accept an *ex-parte* statement from the solicitor.

Mr Wotton considered that his Worship was pursuing a course which had never been taken by any of his predecessors in that Court and one not likely to be followed by his successor.

His Worship said it was quite sufficient for him that Mr Dennys objected to the withdrawal of the charge; and called

Lai Afun, the complainant, a seaman, who said he did not like to state the charge against the defendant; his solicitor had advised him not to. In reply to a second question from his Worship, he said he had no charge to make against him.

Mr Dennys did not desire to cross-examine the complainant but applied for a certificate of discharge. The defendant was then discharged.

ON THE PROGRESSIVE MOTION OF TYPHOONS IN 1884.

The following Report, by the Government Astronomer, on the Progressive Motion of Typhoons in 1884, is published for general information in the *Gazette*:—

Hongkong is situated in the region of the trades, but the winds are greatly affected by the neighbouring continents,—principally by the immense Asiatic mainland, but to some extent also by Australia,—the influence of which is the cause of the monsoons. Thus we find, that although the average direction of the wind here is E.—a direction to some extent caused by the trend of the coast,—it still exhibits a regular annual variation.

The air is impelled from a region where the barometric pressure is higher, towards one where it is lower, its motion being, however, deflected toward the right in the northern hemisphere, owing to the rotation of the earth. In winter, when the pressure is high over China and low over Northern Australia, E. or N.E. winds blow almost without interruption over the China Sea. In spring, when the barometer is falling over Southern Asia, the direction of the wind veers toward S. and reaches S.W., when about midsummer the lowest pressure lies over Central Asia and a high pressure over Australia. In autumn the direction of the wind backs by degrees to N.E.

The S.W. monsoon does not, however, blow so steadily as the N.E. monsoon, possibly because the summer area of low pressure is not so regular as the winter area of high pressure in Asia, and the Easterly trade wind, supported by the—at that season—comparatively high pressure over the winter area of high pressure over the North Pacific, intrudes even in midsummer.

It is explained in the 'Annual Weather Report for 1884,' how the changes in the height of the barometer increase with the latitude. North of Hongkong the barometric pressure is subject to much greater changes than south of it. In consequence the E. wind in winter increases in force with a rising barometer, and the S. W. wind in summer increases in force with a falling barometer, except in the presence of a typhoon.

During the winter season depressions originate within the area of Asia, which is covered by the high pressure, and pass Eastward. These are analogous to the depressions, which originate in Nebraska and cross the Atlantic, and which also have their maximum frequency and intensity in winter. These depressions lie outside the field of our investigations, and will no doubt continue to have the attention of the Observatories in the North of China.

The typhoons appear to have their origin E. or S.E. of the Philippines in the trough of low pressure between the two high-pressure areas in the North Pacific and in Australia. Their paths are determined according to the law, first enunciated by the Rev. Clement Ley, according to which an atmospheric depression moves so as to keep the high-pressure area on its right. This law was originally proved only in the case of depressions in the neighbourhood of the United Kingdom, but it applies equally to the typhoons. Now the application of this law would greatly facilitate forecasts concerning the progress of a typhoon, if the telegraphic information were sufficient to give a correct idea of the position and shape of the area or areas of high pressure, as it is known that these are subject to comparatively little change.

Typhoons may be divided into three classes according to the paths which they generally follow. No doubt abnormal instances will occasionally present themselves, in China as well as in other countries, but probably they will be of rare occurrence.

The first class of typhoons is common at the beginning and at the end of the typhoon season. Typhoons belonging to this class cross the China Sea, and pass either in a W.N.W. direction from the neighbourhood of Luzon towards Hainan and Tonquin, as Typhoons II. and V., or, if pressure is high over Siam and Annam, they pass first Westward and subsequently S. Westward, as Typhoon XVIII. Their life is generally between 5 and 6 days.

The second class of typhoons is perhaps the most frequently encountered, and their paths can be traced the farthest. They generally move N. Westward in the neighbourhood of Luzon, and recurve towards N.E. in about 25°,—or rather between 22° and 32°,—northern latitude. They either strike the coast before recurving, as Typhoons III., IV., * IX., and XII., in which case they generally at once lose the character of tropical hurricanes, or travel along the coast up through the Straits of Formosa, as Typhoons I. and XIV. After recurving, they generally cross Japan or the Sea of Japan, or strike the coast of Korea. These paths are explained simply according to Clement Ley's law; while S.W. of the high pressure in the North Pacific they pass N. Westward, when arrived W. of it, they pass Northward, and when arrived N.W. of it, they pass N. Eastward, and no doubt subsequently Eastward, if their energy is not expended, before they are N. of the area. They are common about the middle of the typhoon season, and their life is on an average 7 days.

Typhoons of the third class are possibly the most common, but it appears that they are less frequently encountered, and therefore perhaps often escape observation. They pass E. of Formosa moving Northward. After recurving they frequently skirt the Southern Coast of Japan, or enter and traverse the Sea of Japan, as Typhoons VI., X., XI., and XIII. A typhoon of this class frequently follows after one of the second class. When the latter has recurved, the former proceeds Northward. This is explained by the circumstance that the effective low pressure area in Asia,—the preceding typhoon,—is then in fact considerably E. of its normal position. It is also well known that depressions are attracted towards places which have just been traversed by a depression.—Their life is of uncertain duration.

Typhoons of the fourth class pass S. of Luzon, moving apparently Westward, or first Westward and then S. Westward. They are perhaps not uncommon, but are really situated outside the field of our investigations. They appear in some respects to differ from typhoons of the other classes, and I believe that they are accompanied by thunderstorms. They are situated in so low a latitude that the effect of the earth's rotation is much less than in case of other typhoons, and as they appear to quickly approach the equatorial belt, they form perhaps a link between typhoons proper and the atmospheric disturbances in that neighbourhood which are unconnected with rotating winds.—Their life appears to be between one and two days.

The average velocity of the typhoons of 1884 was as follows: E. of Luzon: 7 nautical miles an hour. In the China Sea between 13° and 18° N.: 6 miles an hour. In the China Sea between Hongkong, Luzon and Southern Formosa: 11 miles an hour. About Hainan: 13 miles an hour. E. of Formosa: 10 miles an hour. In the Formosa Straits: 12 miles an hour. In Kwangtung, Fokien and Kiangsi: 10 miles an hour. About Shanghai: 12 miles an hour. In Northern China: 23 miles an hour. About Japan: 19 miles an hour. In the Sea of Japan: 30 miles an hour.

W. DOBERCK,
Government Astronomer.

Hongkong Observatory, 16th July, 1885.

* Typhoon IV. struck the coast travelling N. Westward, but passed North of Formosa, which appears to be an unusual path. It is remarkable to note, how Typhoons III. and IV. struck the coast near Foochow, Typhoon IX. in a lower latitude near Swatow, and Typhoon XII. lower still, near Macao.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Melbourne*, with the London Mail of the 5th June, arrived here yesterday morning, six days behind her due date. She was delayed by the block in the Suez Canal. She left Aden only three hours in advance of the *Chusan*, with the mail of the 12th June. From Ceylon and Rangoon papers we extract the following telegrams:—

THE BOUNDARY COMMISSION.

Mashhad via Teheran, 1st June.—The surrender of Panjdeh to Russia is deemed certain here, albeit not officially announced, and despite reports of the retirement of the Russian troops and Governor. If the two Cabinets definitely settle the frontier demarcation out of court, the details before the Commission will be merely survey work.

Intimations have been given of a possible reduction of tentage and baggage to the Kabul scale; the surplus kit in that case would be sent to Herat. It is surmised that provision is being made for an expedition to the Oxus, or perhaps for a return to India through Afghanistan.

Sanjan, 2nd June.—It is proposed to shift the camp to Obeh shortly.

The reported withdrawal of the Russians from Panjdeh has produced a good effect on native opinion here.

The despatch of Colonel Lockhart to Gilgit is regarded here as the forerunner of the Oxus expedition. A party might still reach Kashmir before the passes were blocked.

Camp Thro' Quetta, June 20.—The Commission is still encamped on the banks of the Sinjan stream. Survey and other operations are going on, but only within a limited distance from the camp, except in Persian territory.

The movements of Russian troops on the frontier have for the most part ceased, although the farce of marching corps out of Askabad and Sarakhs and back again in an altered dress is still continued. About eight hundred Russians are still encamped between Kizil Tapa and Pul-i-Khisti.

It is considered here that the demarcation of the frontier cannot commence before September. The Russian Commissioner could scarcely arrive in time to settle the frontier in July, and August is very hot here.

Lahore, June 29.—The Boundary Commission on 12th encamped thirteen miles up the Sinjao stream. The 9th Cavalry five miles on Khushk Robat. On 19th they marched to Khurrukh, being on 20th at Dashekhk. The health of the members of the Commission is reported excellent. The heat, which no regular rainy season alleviates, is increasing. Typhoid fever is prevalent at Herat, and it is reported also to have appeared among the Russian troops at Panjdeh. Rumour states that Yenlotan, Governor of Panjdeh, is dead; this has not however been confirmed. The virulent form of the fever proved very fatal among the Jamshidis. Doctor Owen will take an early opportunity of diagnosing it.

EGYPT AND THE SOUDAN.

London, 29th June.—The *Standard* in a leading article announces that Egypt is seriously occupying the attention of Government, and hints of the possibility of Dongola being reoccupied by our forces.

LORD RANDOLPH CHURCHILL AS INDIAN SECRETARY.

London, via Teheran, June 17.—Lord Randolph Churchill is nominated Secretary of State for India.

His lordship's nomination provokes the most unfavorable comments here. The Press moreover censure Lord Salisbury for taking Lord Randolph Churchill's advice at all in the formation of his Cabinet.

Bombay, June 20.—The *Times of India* says that Lord Randolph Churchill's appointment will probably result in his having the Viceroyship, if desired.

At Simla it is hinted that Lord Dufferin will not work with Lord Randolph Churchill. A change of Viceroys would be a grave misfortune.

The Bombay *Times* also considers that Lord Randolph Churchill is ambitious, has a well-defined purpose, is industrious, and that his appointment would be popular with the natives.

The *Bombay Gazette* says that Lord Randolph Churchill may be sure that public opinion in India will take nothing for granted concerning him, and hopes that he will not back his recent opinion and go to war. It views the appointment as fairly satisfactory.

THE UNDER-SECRETARY FOR WAR.

London, June 29.—Lord Bury, and not Lord Donoughmore, is Under-Secretary for War.

THE NEW ATTORNEY-GENERAL.

London, June 29.—Dr Webster is appointed Attorney-General.

ANOTHER HONOR DECLINED.

Mr Watts has declined to accept a baronetcy.

THE NEW SOLICITOR-GENERAL.

Mr Gorst has been appointed Solicitor-General.

THE FRENCH COLONIAL DEFENCES.

Madras, June 26.—A proposition for creating a colonial army for all the French colonies was voted unanimously in the French Chamber of deputies last month. If it passes the Senate the rich caste natives of Pondicherry will be in a serious dilemma, as they must, under the provisions of the Act, send their sons as conscripts or forfeit all their rights as citizens.

COPYRIGHT FOR FOREIGN NEWS TELEGRAMS.

Bombay, June 22.—The following is the text of the clause which it is proposed to insert in the Copyright Bill:—'Any telegram from outside British India, sent either direct or through a news agency, published within 24 hours, is protected for 24 hours under a penalty of Rs. 200.'

Bombay, June 25.—The *Times of India* publishes a telegram from Simla, stating that the new Copyright Bill was only tentatively drafted to elicit public criticism, and has not come yet officially before the Government.

RUSSIAN OUTRAGE ON A BRITISH CONSUL'S CLERK.

Bombay, June 22.—The *Times of India* publishes the following telegram from Meshed, dated June 19th: Chacha, June 12th.—Mr. Finn, British Consul, marching from Sarrakhs to Chacha, lost a mule, and sent a clerk with a letter to the Russian camp to enquire. The clerk was arrested, ill-treated, and forcibly sent to Askabad.

The telegraph line was completed to Sarrakhs on the 10th. It passes through Persia from Chacha.

MILITARY ITEMS.

Lahore, June 12.—In the event of the raising of five new Goorkha regiments being sanctioned, the commandants are likely to be selected from present seconds-in-command in the existing Goorkha battalions, the other appointments being filled up by officers taken from the Army generally. The Prime Minister of Nepal is desirous of facilitating recruiting for the proposed five battalions. Hitherto recruiting has been carried on by stealth. Goorkha sepoys returning after furlough from Nepal to India were so beset by difficulties that numbers of them preferred to spend their leave within British territory, rather than risk the chance of never being allowed to rejoin.

Lahore, June 30.—Eye-witnesses describe the state of affairs at Rindli and Bolan as terrible, Cholera and heat doing great havoc among the coolies and staff employed in those parts. Great paucity of medical men and medicine. Panic almost prevails. Out of 700 coolies at Rindli disease and desertion have reduced the number to less than half. Temperature in tents (sole shelter for people) there never lower than 115. Since Mr. O'Callaghan arrived he has been doing his best to alleviate affairs, erecting huts where possible and rallying panic-stricken labourers to induce them to return to work.

THE EARTHQUAKES IN CASHMERE.

Official report from Srinagar dated 6th June states after three days' cessation, several smart shocks of earthquake felt on 24th and 25th. People who were returning to their homes through fear have again gone back to tents.

(L. & C. Express, June 5.)

Hamburg, June 2.—The important news has just arrived from Berlin that the subvention for a German line of mail steamers to Australia and the Far East has been awarded to the Nord-Deutsche Lloyd of Bremen.

Our shipping trade has been above the average, the weather having been very favourable. As regards our communication with the Far East I have to report the arrival of the *Westmeath* s.s., Stonehouse, *Lydia*, s.s., Voss, of the Kingsin Line, from Yokohama, and *Cymmrodonion*, s.s., Evans, from Akyab. The departures being the *Radnorshire*, Richard, which vessel has left for Japan, after a fortnight's stay in our harbour, and the *Iphigenia*, s.s., Ahrens, which left May 31 for her usual route.

The Russian cruiser *Europa* has been struck off the Navy List, having been handed over by the Government to the Volunteer Fleet Company. The vessel, after undergoing repairs, will be employed by the company to the merchant service between Odessa and Wladiwostock.

On May 23 Messrs. John Elder and Co. launched from their shipbuilding yard, at Fairfield, Govan, a steel twin-screw steamer, named the *Bangkok*, of the following dimensions: Length 120 feet, breadth 13 feet, depth 10 feet moulded, and her tonnage, will be about 300 tons gross. The vessel will be schooner-rigged, and is intended for cargo only, having very large hatchways, which will be worked by two powerful steam winches, with all the latest improvements for loading and discharging. The engines are of the compound diagonal type, with one surface condenser between the two engines; the high pressure cylinders being 15 inches in diameter, and the low pressure cylinders 30 inches in diameter, with a stroke of 13 inches. Steam will be supplied by a large steel boiler. The steamer has been built to the order of the Scottish Oriental Steamship Company, Limited, for their China coasting trade.

Quotations.

HONGKONG, *July 20.*

OPIUM—New Patna, cash,		570
,, Old ,, cash,		—
,, New Benares, cash,		540
,, Old ,, cash		[illegible]
,, New Malwa, cash,		[illegible]
,, Allowance, Taels		[illegible]
,, Old Malwa, cash,		[illegible]
,, Allowance, Taels		[illegible]
,, Persian, Oily, cash		50[illegible]
,, Allowance, Taels		32/40
,, Persian, Turkey tied,		600
,, Allowance, Taels		24/48

Exchange.

Bank, Wire,	3/6½
,, Demand,	3/6⅝
,, 30 days' sight,	3/6½
,, 4 months' sight,	3/7
Credits, ,, ,,	3/7½
Documentary 4 months' sight,	3/7¾
India, Wire,	227½
,, demand,	227¾
Shanghai, demand,	72¾
,, 30 days' sight, private	73⅛
Gold Leaf 99½ fine	$28.20
Sovereigns,	$ 5.54

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, *July 20.*

BAROMETER—	9 A.M.	29.774
Do.	1 P.M.	29.762
Do.	4 P.M.	29.718
THERMOMETER—	9 A.M.	87
Do.	1 P.M.	90
Do.	4 P.M.	90
Do.	(Wet bulb) 9 A.M.	81
Do.	Do. 1 P.M.	83
Do.	Do. 4 P.M.	83
Do.	Maximum	90
Do.	Minimum over night	84

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JULY 19.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force	Weather.	Rain during previous 24 hr.
Bolinao	—	—	—	—	—	—	—
Manila	29.80	82.0	77	W	2	c f	—
Haiphong	29.62	86.0	84	E	1	c	—
Hongkong	29.64	91.0	68	W	1	c	—
Amoy	29.52	89.0	84	SE	1	o	0.61
Shanghai	29.65	87.0	84	S	3	c	—
Nagasaki	29.85	83.0	78	S	2	c	—
Wl'ostock	29.90	56.0	—	SE	4	or	—
AT 10 A.M.—JULY 20.							
Manila	29.83	84.0	74	ESE	1	f	—
Bolinao	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.73	87.0	75	WNW	1	c	—
Amoy	29.71	77.0	91	SW	1	od	0.13
Shanghai	29.66	83.0	79	S	4	c	—
Nagasaki	29.92	84.0	77	S	3	c	—
Wl'ostock	29.84	53.0	—	SE	2	or	—

The barometer has fallen in the East and risen in the West. Gradients are moderate for S.W. winds. The temperature remains high and the humidity rather low.

W. DOBERCK,
Government Astronomer.

Hongkong Observatory, July 20.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees, Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).

7. RAIN, in inches tenths and hundredths.

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. net premium per annum.

NORTON & Co., *Agents.*

Hongkong, May 19, 1881. 938

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HOLLIDAY, WISE & Co.,

Agents.

Hongkong, June 30, 1885. 1101

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THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on [illegible] or on Goods stored therein, on [illegible]board Vessels and on Hulls of [illegible] Harbour, at the usual Terms [illegible]ons.

[illegible]or Life Assurances will be re[illegible]transmitted to the Directors [illegible]ion.

[illegible] protection will be granted on [illegible]es up to £1000 on a Single [illegible]

[illegible]of Premiums, forms of pro[illegible] other information, apply to

[illegible]NHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

[illegible]ngkong, January 4, 1867. 100

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

ADAMSON, BELL & Co.,

Agents.

Hongkong, July 10, 1885. 1167

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

Intimations.

The Overland China Mail,

A WEEKLY 8-PAGE JOURNAL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail,* now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:

Per Annum, - - -	$12.00,	postage, -	$1.00
„ Quarter, - - -	3.00,	„	0.25
„ Single Copy,	0.30.		

China Mail Office, Hongkong.

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In the following Statements and Tables the Rates are given in *cents,* and are, for Letters *per half ounce,* for Books and Patterns, *per two ounces.*

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must n[illegible] exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries NOT *in the Union.*—The chief countries *not* in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	3 cents each.
Registration,	10 cents.
Newspapers,	2 cents each.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, *via Torres Straits,* Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2: *Via Ceylon,* Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, China, Japan, Siam direct *(d), Cochin-China, Tonquin,* and the *Philippines:*—

- Letters per ½ oz., 5 cents *(e).*
- Post Cards, each, 1 cent.
- Books, Parcels and Patterns, per 2 oz., 2 cents.
- Newspapers and Prices Current, each, 2 cents.
- Registration, 10 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight,* to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local and Indian Parcel Post

1. Small Parcels may be sent by Post *at Book Rates* between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of $10.

4. The public are cautioned not to confound these facilities with a *Parcel Post to Europe, &c.,* which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Missed or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.,* or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half-hour, ...10 cts.	One hour, ...20 cts.
Three hours,..50 cts.	Six hours, ...70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.	*Return Direct.*
Four Coolies,..$1.00	Four Coolies,..$1.50
Three Coolies, 0.85	Three Coolies, 1.20
Two Coolies,... 0.70	Two Coolies,... 1.00

RETURN.

By Pok-fu-Lam.	*By Aberdeen, Shortest Road.*
Four Coolies,..$2.00	Four Coolies,..$2.50
Three Coolies, 1.60	Three Coolies, 2.00
Two Coolies,... 1.30	Two Coolies,... 1.60

By Wantsai Gap.

Four Coolies,...	...$1.75
Three Coolies, ...	... 1.40
Two Coolies, ...	... 1.20

TO VICTORIA GAP.

Single Trip.	*Return Direct.*
Four Coolies,..60cts.	Four Coolies,..90cts.
Three Coolies, 50cts.	Three Coolies, 75cts.
Two Coolies,..40cts.	Two Coolies,..60cts.
Return by Pok-fu-Lam.	*Return by Aberdeen, Shortest Road.*
Four Coolies,..$1.50	Four Coolies,..$2.00
Three Coolies, 1.20	Three Coolies, 1.60
Two Coolies,... 0.90	Two Coolies,... 1.20

By Wantsai Gap.

Four Coolies,...	...$1.15
Three Coolies, ...	... 0.95
Two Coolies, ...	... 0.80

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOUNT GOUGH.

Single Trip.	*Return Direct.*
Four Coolies,..65 cts.	Four Coolies,..$1.00
Three Coolies, 55 cts.	Three Coolies, 0.85
Two Coolies,..45 cts.	Two Coolies,... 0.70

Returning by other routes will be the same as from Gap.

The Return Fare embraces a trip of not more than three hours except returning by Aberdeen when three hours and a half will be allowed.

For every hour or part of an hour above three or three and a half, each Coolie will be entitled to an additional payment of five cents.

Nothing in above scale prevents private agreements.

Licensed Bearers (each).

One Hour, ...	...10 cents.
Half day,...	...35 cents.
Day,...	...50 cents.

Jinricksha.

Quarter Hour, 05 cts.	One Hour, ...15 cts.
Half Hour, ...10 cts.	Two Hours,...25 cts.
For every hour or part of an hour over two hours, ...	10 cents.
To Pok-fu-lam or Quarry Bay, ...20	„
Return, ...35	„
To Shaukiwan, ...35	„
Return, ...50	„
To Aberdeen,... 35	„
Return, ...60	„

If an extra Coolie is employed, the fare will be double.

Nothing in this scale prevents private agreements.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ...	$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load, ...	2.00
2nd Class Cargo Boat of 600 piculs, per Day, ...	2,50
2nd Class Cargo Boat of 600 piculs, per Load, ...	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, ...	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, ...	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, ...	50

Sampans.

or Pullaway Boats, per Day, ...	[illegible]0
„ One Hour,	[illegible]0
„ Half-an-Hour,	[illegible]10

After 6 P.M. ....10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day,..........................	33 cents.
Half Day,.........................	20 „
Three Hours, ...	12 „
One Hour, ...	5 „
Half Hour,.........................	3 „

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Asia	3 c	Horstmann	Ger. str.	900	July 18	Melchers & Co.	Saigon	To-morrow
Canton	3 c	Balbernie	Brit. str.	1101	July 11	Gibb, Livingston & Co.		
Cascapedia	5 c	Fraser	Brit. str.	1924	July 1	Russell & Co.		
Ching Wo	5 c	Machugh	Brit. str.	1556	July 20	Arnhold, Karberg & Co.	Shanghai	To-morrow
City of New York	3 k	Searle	Amer. str.	3129	July 14	P. M. S. S. Co.	Y'hama & SanF'cisco	28th inst.
Clieveden	3 c	Ferrier	Brit. str.	1115	July 20	Siemssen & Co.		
Devonshire	3 c	Purvis	Brit. str.	1513	July 11	Russell & Co.	Yokohama	To-day
Don Juan	5 c	Marquez	Span. str.	654	July 15	Brandao & Co.		
Douglas	...	Young	Brit. str.	982	July 15	Douglas Steamship Co.	Coast Ports	Cos'tan Dock
Energia	6 c	Torbeck	Brit. str.	2063	June 10	Senior Naval Officer.		
Essex	2 c	Longley	Brit. str.	1675	July 4	Adamson, Bell & Co.	Yokohama	To-morrow
G. G. s'Jacob	5 c	Besseling	Dutch str.	1436	July 19	Jardine, Matheson & Co.		
Galley of Lorne	7 c	Pomroy	Brit. str.	1380	July 14	Russell & Co.	Nagasaki	To-day
Hector	5 c	Batt	Brit. str.	1536	July 20	Butterfield & Swire		
Marie	5 c	Hohlmann	Ger. str.	704	July 20	Wieler & Co.		
Melbourne	5 c	Macé	Fch. str.	2375	July 19	Messageries Maritimes	Shanghai	
Mobile	2 h	Doert	Brit. str.	916	July 16	P. & O. S. N. Co.	Bombay, &c.	24th inst.
Mount Lebanon	3 c	Maxwell	Brit. str.	1555	June 3	Adamson, Bell & Co.	Mazatlan	23rd inst.
Oxfordshire	5 c	Jones	Brit. str.	998	July 12	Russell & Co.		
Phra Chuh Chom Klao	2 c	Lightwood	Brit. str.	1011	July 20	Yuen Fat Hong		
Pilot Fish	6 c	Stopani	Brit. tug.	161	June 2	H. K. & W. Dock Co.		
Signal	3 c	Hundewadt	Ger. str.	385	July 17	Siemssen & Co.	Hoihow, &c.	To-morrow
Tanais	5 c	Paul	Fch. str.	1259	July 7	Messageries Maritimes	Yokohama	To-morrow
Tritos	2 c	Bleichen	Ger. str.	1142	July 19	Melchers & Co.	Saigon	24th inst.
Velox	4 c	Kallsen	Ger. str.	636	July 17	Siemssen & Co.	Vladivostock	To-day
Volga	5 c	du Temple	Fch. str.	1013	July 18	Messageries Maritimes	Yokohama & Hiogo	
Welcombe	...	Corfield	Brit. str.	1323	May 31	Adamson, Bell & Co.	....	K'loon Dock
Whampoa	5 c	Williams	Brit. str.	1109	July 5	Butterfield & Swire	New Zealand, &c.,	24th inst.
Sailing Vessels								
Adam W. Sdies	8 c	Field	Amer. bqe.	1171	July 13	Arnhold, Karberg & Co.		
Alert	8 c	Nielsen	Norw. bqe.	904	June 26	Borneo & Co., Limited.		
Allie Rowe	3 c	Holland	Haw. bg.	340	June 20	Mee Fock.		
Almatia	2 c	Lapham	Amer. sch.	387	July 18	Butterfield & Swire		
Annie H. Smith	1 c	Brown	Amer. sh.	1452	July 9	P. & O. S. N. Co.		
Annie Johnson	4 k	Hall	Amer. bqe.	947	June 18	Melchers & Co.	San Francisco	
Antoinette	8 c	Bunje	Brit. bqe.	881	June 23	Order		
Belle of Oregon	8 c	Matthews	Amer. bqe.	1110	June 21	Messageries Maritimes	Philippines	
Ben J. Sewall	8 c	Ulmer	Amer. sh.	1397	June 1	Douglas Steamship Co.		
~~Bua Pan~~	~~2 c~~	~~Saxtorph~~	~~Siam. bqe.~~	~~574~~	July 2	Chinese		
Columbus	8 c	Sauermelch	Ger. sh.	1731	June 22	Borneo Co., Limited.		
Comet	4 k	Siegener	Ger. sh.	1080	June 19	Captain		
C. D. Bryant	7 c	Colcord	Amer. bqe.	929	June 28	Eduard Schellhass & Co.		
Else	2 h		Ger. bg.	287	May 21	Eduard Schellhass & Co.		
Emma Muller	6 k	Kading	Ger. bqe.	505	June 26	Order		
Eng Lee	2 c	Korck	Siam. bqe.	326	June 28	Chinese		
Evie Reed	8 c	Whittier	Amer. bqe.	678	July 15	Russell & Co.		
Frank Pendleton	1 c	Nichols	Amr. sh.	1351	July 5	Order		
Friederich	5 c	Spiesen	Ger. bqe.	595	June 26	Siemssen & Co.	Chefoo	
Haroldine	8 c	Tibetts	Am. 4m. sc.	1294	June 27	Arnhold, Karberg & Co.	New York	
Hattie E. Tapley	4 k	Finlayson	Brit. bqe.	907	May 31	Melchers & Co.	Victoria, B.C.	
Heinrich	8 c	Weyhausen	Ger. sh.	1484	June 22	Carlowitz & Co.	London	
Helene	2 h	Behrmann	Ger. 3m. sc.	423	June 21	Wieler & Co.		
Highlander	4 k	Bachelder	Amer. sh.	1290	May 19	Russell & Co.		
Highland Light	8 c	Norcross	Amer. sh.	1264	May 22	Russell & Co.	San Francisco	
Jeremiah Thompson	3 k	Peterson	Amer. sh.	1904	June 22	Arnhold, Karberg & Co.		
John C. Smith	2 c	Poss	Amer. sch.	429	July 13	Captain		
Lady Harwood	3 k	Williams	Brit. bqe.	381	July 13	Order		
Khorasan	8 c	Visser	Ger. sh.	1200	July 3	Order		
Lucky	5 k	Reynolds	Siam. bqe.	424	June 9	Captain		
Margarita	8 k	Sobrido	Span. bg.	265	June 20	Lane, Crawford & Co.		
Montiara	...	Hansen	Ger. sch.	75	June 29	Blackhead & Co.	....	K'loon Dock
Myvanwy	4 k	Vincent	Brit. sch.	162	July 4	Turner & Co.		
Oneida	3 c	McGilvery	Amer. sh.	1074	June 2	Carlowitz & Co.	London, &c.	
Penobscot	8 c	Chipman	Amer. bqe.	1067	June 22	Russell & Co.	New York	
Perle	2 c	Hansen	Brit. bqe.	401	July 18	Chinese		
Raphael	6 c	Harkness	Amer. sh.	1465	June 22	P. & O. S. N. Co.		
Reporter	7 c	Bayley	Amer. sh.	1350	June 21	Messageries Maritimes		
R. E. Wood	8 c	Gilkey	Amer. sh.	1406	May 22	P. & O. S. N. Co.		
Sharpshooter	5 c	Horne	Brit. bqe.	489	June 27	Gilman & Co.		
Soflid	...	Leston	Sp. 3m. sc.	527	June 17	Lane, Crawford & Co.	....	K'loon Dock
Star of China	4 c	....	Brit. bqe.	794	June 21	Melchers & Co.	Channel	
Stephan	5 k	Trompetter	Ger. sh.	1267	May 17	Order	London	
St. Nicolas	7 c	....	Amer. sh.	1723	June 1	Melchers & Co.		
Swan D. Carleton	8 c	Freeman	Amer. bqe.	842	July 17	Arnhold, Karberg & Co.		
W. H. McNeil	8 c	O'Brien	Brit. sh.	1400	July 18	Gibb, Livingston & Co.		
Wildwood	4 k	Dick	Brit. sh.	1549	July 5	Melchers & Co.		
Wm. Phillips	4 c	Potter	Am. sch.	568	June 2	Ed. Schellhass & Co.	New York	
Young Siam	2 c	Gomard	Siam. bqe.	761	June 23	Yuen Fat Hong		

Her Britannic Majesty's Ships in the China Squadron.

Name.	*Rig.*	*Tons Displt.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Agamemnon	d. s. turret ironclad	8510	6	6360	Captain Samuel Long	Port Hamilton
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Hongkong
Audacious*	double-screw iron frigate	6010	14	4830	Captain Hugo L. Pearson	Hongkong
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Nagasaki
Cleopatra	corvette	2380	14	2610	Captain H. N. Hippisley	Port Hamilton
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	Hongkong
Curaçao	corvette	2383	14	2540	Captain J. G. J. Hanmer	Singapore
Daring	composite sloop	940	4	920	Commander Davis	Port Hamilton
Esk	double-screw gunboat	360	3	340	Lieut.-Commander Cochrane	Hongkong
Espoir	gunboat	430	4	455	Lieut.-Com. H. R. Adams	Singapore
Firebrand	gunboat	450	4	—	Lieut.-Com. D. L. Dickson	Port Hamilton
Flying Fish	sloop	940	4	840	Captain J. P. Maclear	Manila
Glenogle	transport	2000	—	—	Captain Hogg	Hongkong
Hankow	transport	2332	—	—	Captain W. McKenzie	Hongkong
India	transport	2633	—	—	Captain C. M. Day	Hongkong
Invincible	ironclad	6010	14	4830	Captain Buckle	Singapore
Linnet	double-screw gun-vessel	767	5	1050	Commander Geo. W. Hill	Shanghai
Merlin	gunboat	430	4	430	Lieut.-Com. R. B. C. Brenton	Port Hamilton
Midge	double-screw gun-vessel	465	4	470	Commander Hotham	Hongkong
Pegasus	composite screw sloop	1130	6	970	Commander H. T Grenfell	Port Hamilton
Pembroke Castle	transport	4000	—	—	Captain Harrison	Port Hamilton
Rambler	sloop	830	—	—	Hon. F. P. Vereker	Shanghai
Rosetta	transport	3502	—	—	Captain Brady	Hongkong
Sapphire	corvette	1370	12	2360	Captain R. G. Kinahan	Hongkong
Swift	double-screw gun-vessel	794	5	1010	Commander A. C. B. Bromley	Nagasaki
Tweed	double-screw gunboat	360	3	340	Lieut.-Com. R. T. Wood	Hongkong
Victor Emanuel	receiving ship	3087	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	835	2	1230	Lieut.-Com. Farquhar	On a cruise
Wanderer	gunboat	925	4	750	Captain Orford Churchill	Nagasaki
Wild Swan	composite sloop	—	8	—	Commander John S. Hallifax	On passage to Pacific Squadron.
Wivern	turret-ship	1800	4	1450	Commander Alleyne	Hongkong
Zephyr	gunboat	430	4	530	Lieut.-Com. Chas. K. Hope	Nagasaki

* Flagship of Admiral Sir Wm. Montagu Dowell, K.C.B., Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Abreck	Russian aviso	1684	7	300	Captain Schanz	Nagasaki
Alert	U. S. corvette	541	4	800	Commander C. J. Barclay	Nagasaki
Aspic	French gunboat	450	4	—	Commander de Jonquieres	Shanghai
Atalante	French frigate	4000	—	—	Commander Trève	Matsou
Champlain	French cruiser	1990	—	—	Captain Martial	Hongkong
Chateau Renaud	French corvette	1200	—	—	Commander Pontois	Keelung
Comète	French gun-vessel	483	—	—	Lieut.-Commander Noirot	Haiphong
Gristoforo Colombo	Italian corvette	5600	5	3000	Captain [illegible]	Shanghai
Duchaffaut	French cruiser	1300	19	—	Comdr. [illegible] Moussaux	Yokohama
Duguay Trouin	French cruiser	3700	14	3000	[illegible]	Saigon
Enterprise	U. S. corvette	1375	6	900	Comma[illegible] S. Barker	Foochow
Ermak	Russian transport	1000	4	80	Captain Koltchau	Japan
Gornostai	Russian gunboat	456	6	80	Commander O. W. Starck	Shanghai
Iltis	German gunboat	420	4	340	Lieut.-Commander Rötger	Shanghai
Jaguar	French gunboat	430	—	—	Commander Fouet	Haiphong
Kerguelen	French corvette	1201	—	—	Commander Fournier	Pescadores
La Galissonnière	French frigate	6700	14	4500	Captain Fleuriain	Formosa
La Perouse	French corvette	2300	—	—	Capt. Mequet	Hongkong
Lutin	French gunboat	437	4	100	Captain Duval	Haiphong
Lynx	French gunboat	400	—	—	Commander Bonnaiere	Haiphong
Magon	French corvette	2400	—	—	Commander Puech	Keelung
Minin	Russian frigate	6000	19	—	Captain Grenquist	Nagasaki
Monocacy	U. S. gunboat	1375	6	750	Commander F. J. Higginson	Canton
Morge	Russian gunboat	400	7	80	Commander Moltsoff	Vladivostock
Nautilus	Austrian gun-vessel	550	—	—	Commander Parl Spetzler	Corea
Nerpa	Russian gunboat	400	7	80	Commander Valrondt	Vladivostock
Nielly	French corvette	2300	15	300	Captain des Essarts	Saigon
Opri[illegible]nik	Russian corvette	1100	8	—	Captain Pousuchén	Vladivostock
Ossi[illegible]	U. S. corvette	2100	8	800	Commander J. J. McGlinsey	Shanghai
Pal[illegible]	U. S. gunboat	306	6	500	Lieut.-Com. Thomas Nelson	Foochow
Pluvier	French gunboat	480	—	—	Commander Poidloue	Haiphong
Primauguet	French corvette	2200	—	—	Commander M. Buge	Saigon
Prinz Adalbert	German corvette	3980	14	—	Captain Mensing	Nagasaki
Razboinik	Russian corvette	1352	12	—	Captain Hiltebrand	Yokohama
Rigault de Genouilly	French corvette	—	—	—	Commander Richard	Pescadores
Roland	French cruiser	2500	15	—	Commander Mayet	Pescadores
Saofie	French corvette	1700	—	—	Commander W. Monin	Saigon
Sobol	Russian gunboat	400	7	80	Commander Boyle	Japan
Tam[illegible]	Portuguese gunboat	410	—	—	Captain Avila	Macao
Tren[illegible]	U. S. frigate	2300	10	3000	Captain R. L. Phythian	Nagasaki
Triomphante	French ironclad	4176	14	2400	Captain Baux	Nagasaki
Turenne	French frigate	5100	—	—	Captain Duptuis	Pescadores
Velasco	Spanish corvette	1156	—	—	Commander Emitu J. Butron	Manila
Villars	French corvette	3000	15	675	Captain Vivielle	Keelung
Vipere	French gunboat	405	—	—	Commander Lapeyrein	On a cruise
Vladimir Monomach	Russian ironclad	5756	4	8000	Commander Poliansky	Nagasaki
Volta	French corvette	1300	6	860	Captain Gigon	Saigon
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Archos	[illegible]it. bqe.	
Chandernagor	[illegible]it. bqe.	

CANTON.

MERCHANT SAILING VESSELS.

Soochow	Brit. str.	
Estrella	Span. str.	
Milton	Brit. str.	

MACAO.

Kiang-ping	Amer. str.	Canton

SWATOW.

In port on July 14, 1885.

MERCHANT STEAMERS.

Fidelio	British
Kut Sang	British
Yungching	American

AMOY.

In port on July 11, 1885.

MERCHANT STEAMERS.

Beneluthe	British

MERCHANT SAILING VESSELS.

Batavia	Brit. bqe.
Billy Simpson	Brit. bqe.
Daniel	Ger. bqe.
Guiding Star	Brit. bqe.
H. G. Wappans	Brit. bqe.
Hermann	Ger. bqe.
K. Nilsson	Ger. bg.
Mary Stewart	Brit. bqe.
Minerva	Ger. bg.
Nicoline	Ger. sch.
~~Therese~~	~~Ger. bqe.~~
Pelham	Brit. bg.
Willie	Br. 3m. sch.

FOOCHOW.

In port on July 11, 1885.

MERCHANT STEAMERS.

Ingeborg	British
Menmuir	British

MERCHANT SAILING VESSELS.

Loong Wha	Brit. bqe.
Minna	Brit. bqe.
Wagrien	Ger. sch.

SHANGHAI.

In port on July 11, 1885.

MERCHANT STEAMERS.

Flintshire	British	
Fooksang	British	Hongkong
Fuh Wo	British	Hankow, &c.
Glencoe	British	
Kaisar-i-Hind	British	
Kiang-piau	American	Hankow, &c.
Kiang-yung	American	
Kungwo	British	
Lennox	British	
Peiho	French	Hongkong, &c.
Pechili	British	
Ravenna	British	
Taku	British	
Y-ling	British	
Yoritomo Maru	Japanese	

MERCHANT SAILING VESSELS.

Chingtah	Chi. bqe.	Laid up
Ch. Wattana	Siam bqe.	
Chihaya Maru	Japan. bq.	
F. N. Thayer	Amer. sh.	
Hoanghe	Dan. bqe.	
Meridian	Siam. bqe.	
Veritas	Brit. bqe.	
Wallace	Brit. sh.	

NAGASAKI.

In port on July 8, 1885.

Kanagawa Maru	Japan. bqe.
Kozaki Maru	Japan. bqe.
Northern Star	Brit. bqe.
Sulitelma	Brit. bqe.
W. W. Crapo	Amer. bqe.
Frohlich	Ger. sch.

YOKOHAMA.

In port on July 6, 1885.

Androkles	Brit. bqe.
Anglo Indian	Brit. bqe.
Argos	Brit. bg.
Brazos	Amer. bqe.
Charger	Amer. sh.
Francisca	Ger. bqe.
Guam	Brit. bqe.
Isabel	Brit. bqe.
Josie Troop	Brit. bqe.
Loiterer	Brit. sch.
Mary C. Bohm	Ger. sch.
Omega	Amer. bqe.
Paul Revere	Amer. sh.
Sooloo	Brit. bqe.
St. Frances	Amer. sh.
Tobique	Brit. sh.

HIOGO.

In port on June 29, 1885.

Anna Dorothea	Ger. bqe.
Eudora	Brit. bqe.
Queen Emma	Brit. bqe.
Snow & B'gess	Am. sh.
Wm. W. Craps	Amer. bqe.

MANILA.

In port on June 22, 1885.

Carin	Swed. bqe.
Hindstan	Brit. sh.
Nervion	Span. bqe.
Republic	Amer. bqe.
R. N. Thomas	Amer. sh.

ILOILO.

J. V. Troup	Brit. sh.

CEBU.

Jas. A. Wright	Amer. bqe.

BANGKOK.

In port on July 11, 1885

Advance	Siam. bqe.
Bua Caao	Siam. bqe.
Burra Norfol	Siam. bqe.
C. Wattana	Siam. bqe.
Doretta	Siam. bg.
Envoy	Siam. bqe.
Glaslyn	Brit. bqe.
Hei Cheong	Brit. bqe.
Loochoo	Brit. bqe.
Louise	Fr. 3m. sc.
Kim Chye Seng	Siam. sch.
Queen of England	Siam. sh.
Rapid	Siam. bqe.
Siamese Crown	Siam. sh.
S. Hameed	Brit. sch.
Ta Hongkong	Siam. sh.
Titchou	Siam. bg.
W. Paterson	Brit. bqe.

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